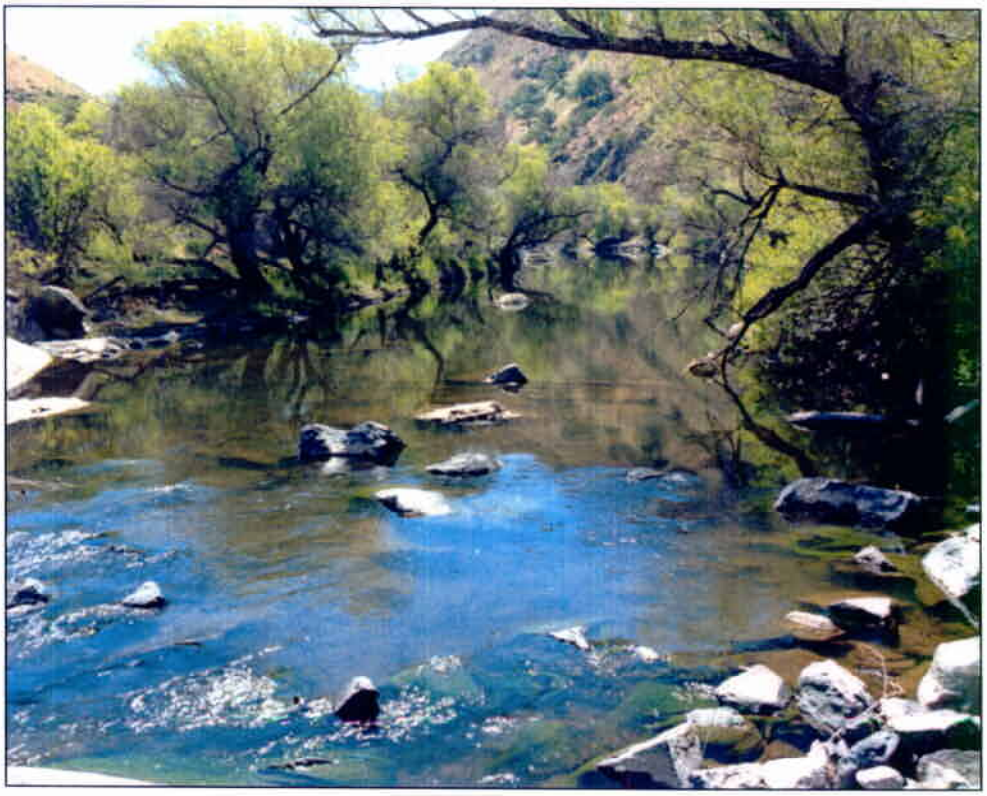
Transportation Concept Report

State Route

70



September 2000

Caltrans

District 3
Office of Advance and System Planning

State Route 70

Transportation Concept Report

2000 through 2020

by
Caltrans District 3
Office of Advance and System Planning

September 2000

APPROVAL RECOMMENDED:

Jody E. Lonergan

JODY E. LONERGAN
North Region Environmental and
District 3 Planning Division Chief

10/10/00
DATE

Irene T. Itamura

IRENE T. ITAMURA
District Director
District 3, Marysville

10/20/00
DATE

SR 70 TCR

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State Route 70

Background

The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates the conditions of a given State highway, and establishes a concept – a vision -- of what that highway should look like at the end of the twenty-year planning period and includes the improvements necessary to achieve this concept. In addition to the twenty-year concept, the TCR also looks at the ultimate concept by examining the corridor's needs beyond the twenty-year planning period. However, forecasting beyond twenty years is difficult because of the potential for changes in land use zoning, unknown funding constraints, and other variables; therefore, any concept identified as "ultimate" must be considered speculative and should be used cautiously.

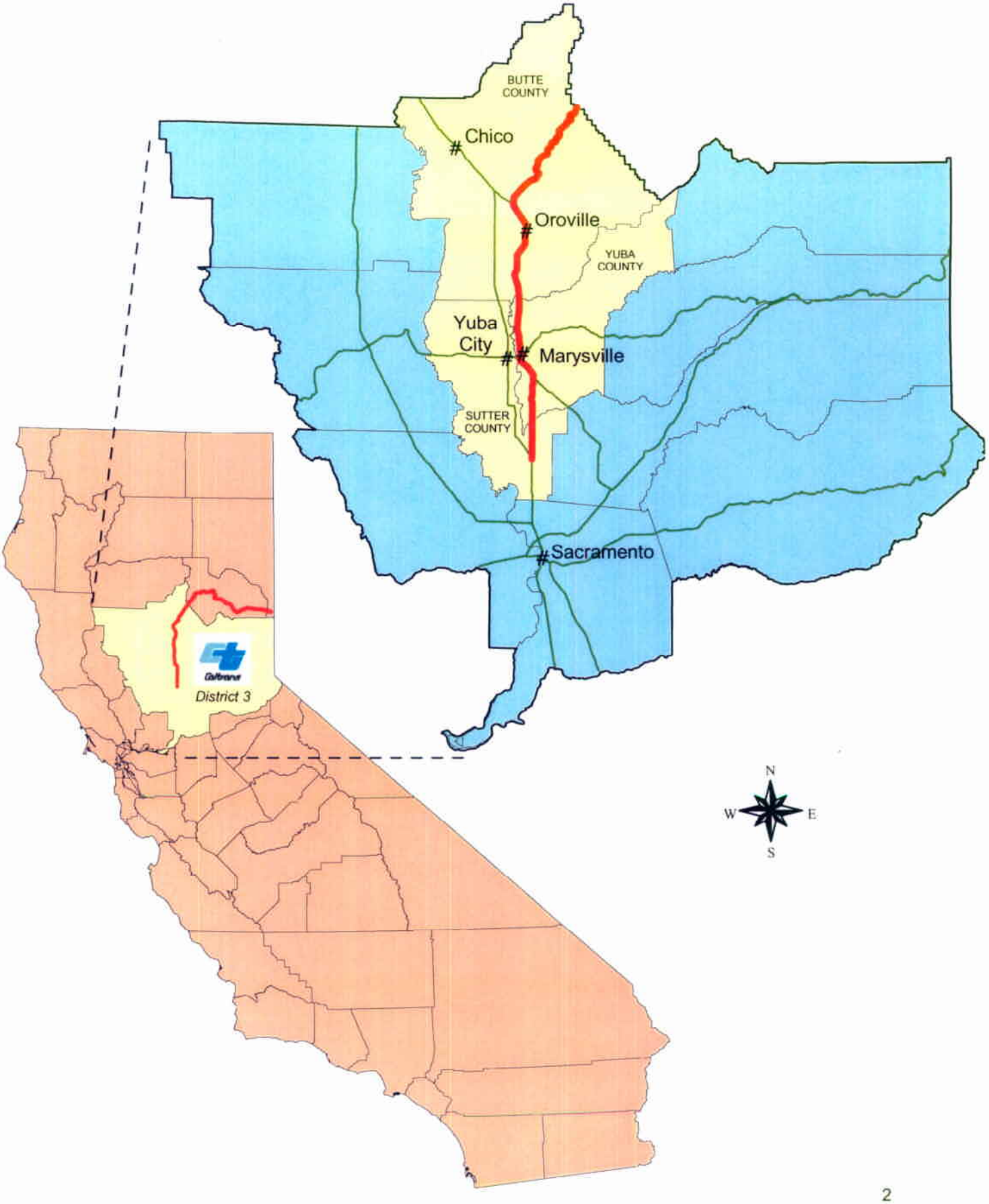
The TCR documents the planning strategies of the long-range plans identified by the Regional Transportation Planning Agencies and Metropolitan Planning Organizations within a given State highway corridor. As State highway routes often pass through several regional planning agencies' jurisdictions, the TCR assimilates the regional strategies and consolidates these strategies into one corridor-specific document. The Draft of this TCR was circulated among all cities, counties, regional transportation planning agencies and other interested parties in the SR 70 corridor.

Format

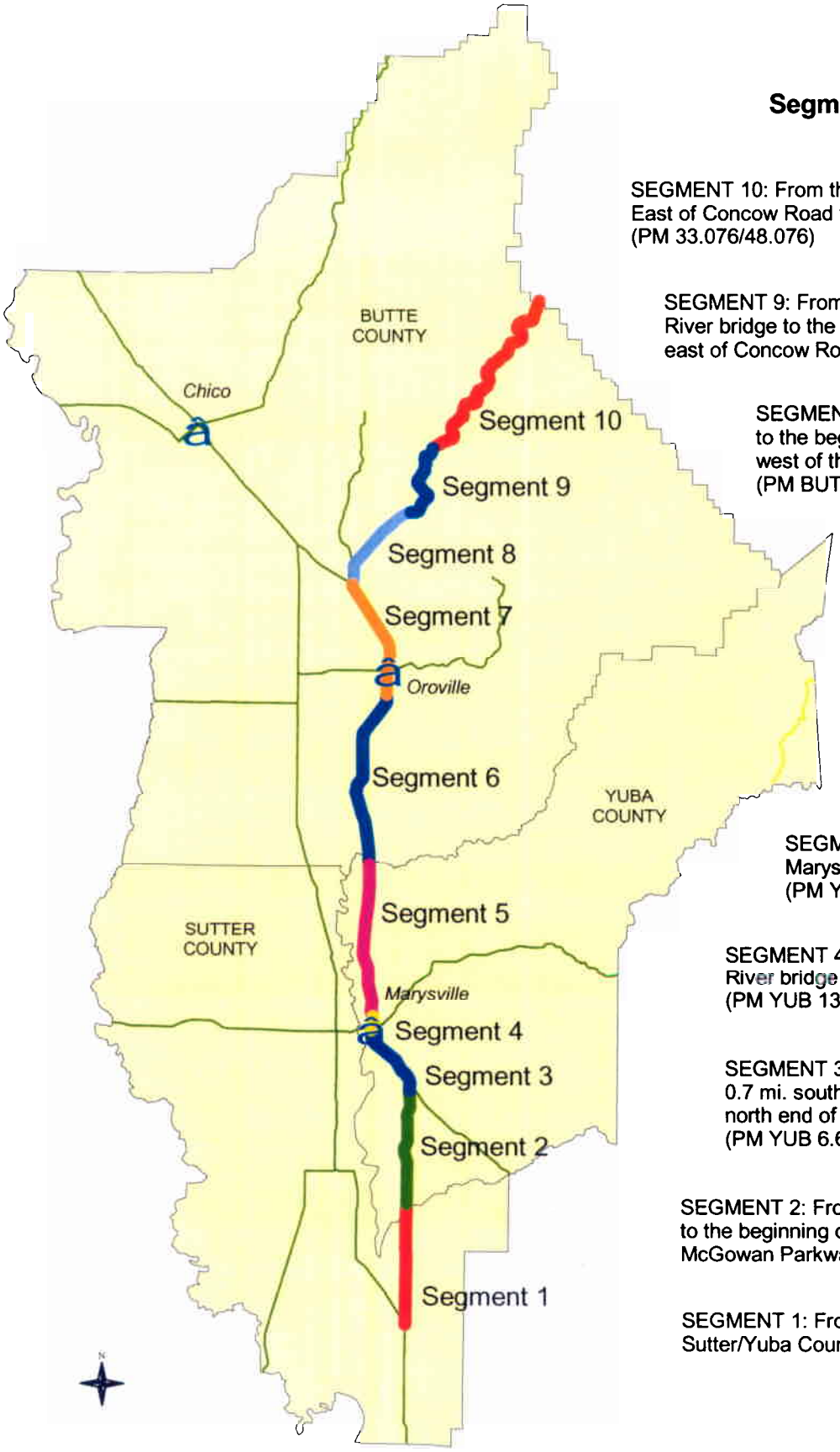
The format for the TCR has changed from a previously narrative report to a more concise database-oriented format. This new format was designed to streamline information and to better provide a usable, up-to-date platform allowing for easy computerized access of Caltrans District 3 System Planning information. When completed, the Fact Sheet database will be made available to our transportation planning partners via the Internet.

Included in this format is the California Natural Diversities Database (CNDDB) information, which identifies the status of habitats and species found within 300 meters of centerline of the existing highway facility. This CNDDB information does not represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as an Environmental Impact Report or Study.

State Route 70 Location Map



State Route 70 Segments



Segment Boundaries

SEGMENT 10: From the end of the 4-lane expressway East of Concow Road to the Butte/Plumas County line (PM 33.076/48.076)

SEGMENT 9: From the west end of the Feather River bridge to the end of the 4-lane expressway east of Concow Road (PM BUT 28.103/33.076)

SEGMENT 8: From the junction of SR 149 to the beginning of the 4-lane expressway west of the Feather River bridge (PM BUT 20.515/28.103)

SEGMENT 7: From the beginning of freeway 0.6 mi. south of SR 162 to the junction of SR 149 (PM BUT 13.509/20.515)

SEGMENT 6: From the Yuba/Butte County line to the beginning of freeway 0.6 mi. south of SR 162 (PM BUT 0.000/13.509)

SEGMENT 5: From the north city limit of Marysville to the Yuba/Butte County line (PM YUB 15.850/25.822)

SEGMENT 4: From the north end of the Yuba River bridge to the north city limit of Marysville (PM YUB 13.940/15.850)

SEGMENT 3: From the beginning of freeway 0.7 mi. south of McGowan Parkway to the north end of the Yuba River bridge (PM YUB 6.625/13.940)

SEGMENT 2: From the Sutter/Yuba County line to the beginning of freeway 0.7 mi. south of McGowan Parkway (PM YUB 0.000/6.625)

SEGMENT 1: From the SR 99/70 junction to the Sutter/Yuba County line (PM SUT 0.051/8.298)

State Route 70 Concept Summary

Segment	Post Mile	Post Kilometer	Current Facility	LOS	Concept Facility	LOS	Improvements Towards Concept Facility	Ultimate Facility
1 SUT	0.051/ 8.298	0.082/ 13.351	2C/E	D	4E	C	Widen to 4 lanes	6F
2 YUB	0.000/ 6.625	0.000/ 10.660	2E	D	4E	C	Widen to 4 lanes; add two new interchanges	6F
3 YUB	6.625/ 13.940	10.660/ 22.429	4F	C	4F	D	Construct Marysville Bypass on new alignment. Initially 2E. **	6F
4 YUB	13.940/ 15.850	22.429/ 25.503	4C	C	2E	D	Construct Marysville Bypass on new alignment. Initially 2E.	6F
5 YUB	15.850/ 25.822	25.503/ 41.548	2C	D	2E	D	Construct Marysville Bypass on new alignment. Initially 2E. **	6F
6 BUT	0.000/ 13.509	0.000/ 21.736	2C/E	E	2E	D	Construct Marysville Bypass on new alignment. Initially 2E. **	6F
7 BUT	13.509/ 20.515	21.736/ 33.009	4E/F	A	4F	C	Convert to full freeway; construct new intchg. at SR 149	6F
8 BUT	20.515/ 28.103	33.009/ 45.218	2E	D	4E	C	Widen to 4 lanes; add right turn pocket at Pentz Rd.	4E
9 BUT	28.103/ 33.076	45.218/ 53.219	4E	A	4E	C		4E
10 BUT	33.076/ 48.076	53.219/ 77.354	2C	D	2C	E		2C

** Segment 3: In addition to the Marysville Bypass, install two changeable message signs, and construct a park and ride lot.

** Segment 5: In addition to the Marysville Bypass, install a changeable message sign in the southbound direction just north of SR 20.

** Segment 6: In addition to the Marysville Bypass, construct a new interchange at or near Ophir Road.

Concept Rationale

The route concept for State Route 70 is to make most of it part of the basic trunk system of higher-standard highways of statewide significance serving interregional trips. The Interregional Transportation Strategic Plan (ITSP) identifies the portion of SR 70 between its junction with SR 99 in Sutter County and SR 149 in Butte County as a High-Emphasis Focus Route, which means it is one of Caltrans' highest priority routes for project planning and programming. The intent is to bring all of this portion of SR 70 to full freeway standard via the Marysville bypass on a partially or mostly new alignment

(the new alignment has not been determined as of this writing). This portion of SR 70 is part of the overall SR 99 corridor that extends the length of the central valley through Chico to Red Bluff in Tehama County, and is discussed in segments 1 through 7 of this Transportation Concept Report (TCR).

SR 70 connects the cities of Marysville, Oroville and Quincy, which are the county seats of Yuba, Butte, and Plumas Counties, respectively. (Plumas County is outside of District 3's boundary; therefore, that portion of SR 70 is not discussed in this document.) The route serves as a major commuter route between Marysville and Sacramento and is a portion of the primary commuter route between Chico and Oroville. The route carries substantial recreation traffic through Yuba and Butte Counties, and is a parallel easterly alternate to SR 99 for most trip purposes. SR 70 plays an important role in goods movement, particularly for transporting local agricultural products to processing plants in the region. In addition, SR 70 serves as an emergency alternate route for Interstate 80 across the Sierra Nevada mountains when that road is closed or impaired due to heavy snowfall.

SR 70 currently goes through downtown Marysville as a local street. Once the Marysville bypass is constructed, interregional travelers will have access to urbanized areas without having to go through Marysville. In addition, large commercial trucks won't have the problem of negotiating the tight turns and low tunnel clearance that the current alignment through Marysville requires.

Another priority for Caltrans is to close gaps in the expressway and freeway system. Such a gap currently exists on SR 70 between SR 149 and the Feather River Bridge in Butte County, which is segment 8 of this TCR. Segment 10 discusses the north/eastern-most portion of SR 70 in Butte County. This segment goes through rugged mountainous terrain in the Feather River Canyon and would be very difficult and costly to widen.

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Associate Transportation Planner
(916) 327-4989

Tom Neumann, Chief
Office of Advance and System Planning

District 3 - Transportation Concept Report Fact Sheet

Route Information

Route:	70
County:	Sutter
Segment Number:	1

Segment Boundaries

KP Start	0.082	**PM Start**	0.051
KP End	13.354	**PM End**	8.298
Distance [km]	13.272	**Distance [mi]:**	8.247

Segment Description

FROM THE SR 99/70 JUNCTION TO THE SUTTER/YUBA COUNTY LINE

Concept Summary

Existing Facility:

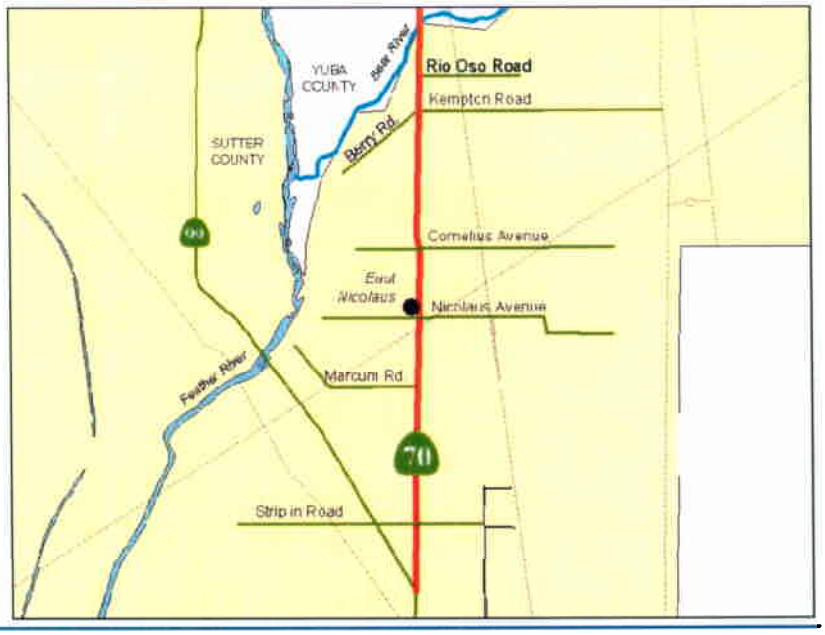
2-lane conventional highway for the first 5.2 miles; 2-lane expressway to the Sutter/Yuba County line.

Concept Facility:

4-lane expressway

Ultimate Facility:

6-lane freeway



Level of Service (LOS)

Existing LOS:	D	County General Plan:	Sutter
20 yr. LOS - No Build:	F	General Plan Year:	1996
20 yr. Concept LOS:	C	General Plan LOS Standard:	D

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Widen to four-lane expressway on mostly existing alignment from where SR 70 splits with SR 99 (at the start of this segment) to 0.7 miles south of McGowan Parkway in Yuba County. The new alignment will bypass the town of East Nicolaus.

All future improvements to roadway structures should incorporate automated congestion management systems such as ramp metering. Due to the high growth potential of adjacent areas and constraints to future right of way, allowances need to be made at every opportunity for future traffic management options that do not necessitate physical expansion of facilities.

Beyond the 20-year concept, commuter rail service between Sacramento and Chico should be re-examined.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

This first segment of SR 70 begins in Sutter County where the road splits with SR 99 (the SR 70/99 wye). It is a two-lane conventional rural highway with an operating speed of 65 to 70 mph during off-peak hours, except where it passes through the small community of East Nicolaus. The portion of this segment between Cornelius Avenue (PM 5.0) and the Sutter/Yuba County line is a two-lane expressway. Currently, this segment of SR 70 operates at LOS D, and had an accident rate of about two thirds the statewide average during July 1996 through June 1999. This segment of roadway is designated to be upgraded to a four-lane expressway, after which it is expected to operate at LOS B.

Widening of the roadway will occur in two stages: The first stage, which covers the portion from the SR 70/99 wye to Cornelius Avenue (PM .051 - 5.0), is programmed for construction in 2003/04. In addition to roadway widening, an at-grade intersection will be constructed at Striplin Road with right of way being purchased for a future interchange, overcrossings are proposed at Marcum Road and Cornelius Avenue, and an interchange is proposed at Nicolaus Avenue west of East Nicolaus on a new alignment.

The second stage of improvements in this segment, from Cornelius Avenue to .6 miles north of the Bear River bridge (PM 5.0 - 8.3), is programmed for right-of-way purchase. Construction is dependent upon funding. The project will include an at-grade intersection at Kempton - Berry Roads with an interchange in the future when warranted. Also, access will be controlled at Rio Oso Road.

LAND USE

This segment of SR 70 is surrounded by agriculture. Rice fields occupy the vast majority of adjacent land, although there are a few sheep and cattle ranches, and between Kempton-Berry Roads and the Bear River are some walnut and prune orchards. There are a couple of commercial and industrial establishments along the highway in the small community of East Nicolaus. Development potential is not high due to the floodplain characteristic of the land in this area; however, this may change as nearby levees are strengthened.

Traffic generated by the new Yuba Motorplex will significantly impact this segment of SR 70. The motorplex will be located at SR 65 and Forty Mile Road, just east of SR 70 a few miles northeast of this segment. The motorplex is designed to seat 55,000 spectators, and draw 22,000 vehicles to weekend design events (auto races). According to the proponent's traffic engineer, 6,050 vehicles will travel this segment of SR 70 during the peak travel hour prior to a design event, and 8,525 vehicles will be traveling this segment during the post-event peak travel hour. These volumes are going to cause prolonged travel delays of up to one hour during the a.m. (pre-event) peak hour and up to three hours of delay during the p.m. (post-event) peak travel period. Of particular concern is traffic passing through East Nicolaus prior to the completion of any road or intersection improvements. Events at the motorplex are scheduled to begin in 2001.

In addition to the motorplex, the Sacramento Valley Amphitheatre has recently been constructed on this site. The ampitheatre accommodates 18,500 people at an estimated 30-40 events per year. Because of the time it takes to exit the ampitheatre's parking lot, traffic is in effect metered onto nearby roads and thus far has not presented a problem on SR 70.

MODAL OPTIONS

YUBA-SUTTER TRANSIT - This fixed-route system provides a Sacramento Commuter Express that provides daily peak hour service to downtown Sacramento from Marysville and Yuba City. There is also a Midday Express service from Yuba City and Marysville to downtown Sacramento and two major medical facilities in Sacramento every weekday. Both services have a stop in East Nicolaus.

GREYHOUND BUS LINES - Greyhound provides intercity bus service from (between) Chico, Oroville, Gridley, and Marysville to Sacramento along SR 70; however, there are no stops on this segment of roadway.

AMTRAK - operates a feeder bus connection with stops in Sacramento, Marysville and Oroville four times daily for the San Joaquin route between Oakland and Bakersfield, and for the Capitol Corridor route between Colfax and San Jose. Feeder bus service is also available in Marysville and Oroville for the Coast Starlight, which travels between Los Angeles and Seattle with stops in Sacramento and Chico.

RIGHT OF WAY

Right of way will be necessary for future interchanges at Striplin Road and Kempton-Berry Road.

Functional Classification Information

Functional Classification:	**Minor Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Expressway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Officially Designated**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	1.12	3.66
Avg. Shoulder Width:	0.37	1.22
Avg. Median Width:	0.00	0.00

General Comments:

The most narrow right-of-way width in this segment is 80 feet, between PM 3.8 and PM 4.004 (Nicolaus Road in East Nicolaus. A PG&E substation is located immediately adjacent to SR 70 in this location on the east side of the road). Otherwise, right-of-way widths in this segment are generally in the 250 foot range.

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

1998 1998 STIP	Widen to 4 lanes from SR 70/99 wye to Cornelius Avenue. Fully funded. 2004.
1998 STIP/ STIP Amendment	Widen to 4 lanes from 0.5 mi. north of Cornelius Ave. to 0.6 mi. north of Bear River Bridge. $3,171,000 for prelim. engineering (STIP) + $5,520,000 for ROW (STIP Amend.). 2002 STIP candidate for construction funding in 2003.

Traffic Data

Peak Period Direct Split:	70%
% Traffic Growth Per Year:	4%

Land-Use Data

Land Use Zone: Agricultural

Terrain: Flat

Future-20yr. Land Use: Agricultural

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	12,100	1,195	0.51	D	
2010	16,800	1,668	0.36	A	
2020	21,600	2,141	0.57	B	2010 &2020 scenarios assume a 4-lane facility in this segment.

Collision Rates

Total Collision Rate: 0.65

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Note: 1 equals the statewide average. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 0.62

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Note: 1 equals the statewide average.Collision rate is expressed in million vehicle miles.

Note: Represents collision data from to

Truck Volumes

	Daily Truck Volumes
3 Axle	
4 Axle	
5+ Axle	
Total:	

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle		
4 Axle		
5+ Axle		
Total:		

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Transitional (pending reinstated 1-hr. std.)

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Feather River Air Quality Management District
938 14th Street
Marysville, CA 95901
(530) 634-7659

County Planning Department

County of Sutter
Sutter County Community Services Department, Planning
1130 Civic Center Blvd.
Yuba, CA 95993
(530) 822-7400

Congestion Management Agency

No CMA in County

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information

Route:	70
County:	Yuba
Segment Number:	2

Segment Boundaries

KP Start	0.000	**PM Start**	0.000
KP End	10.662	**PM End**	6.625
Distance [km]	10.662	**Distance [mi]:**	6.625

Segment Description

FROM THE SUTTER/YUBA COUNTY LINE TO BEGINNING OF FREEWAY, 0.7 MILES SOUTH OF Mc GOWAN PARKWAY

Concept Summary

Existing Facility:

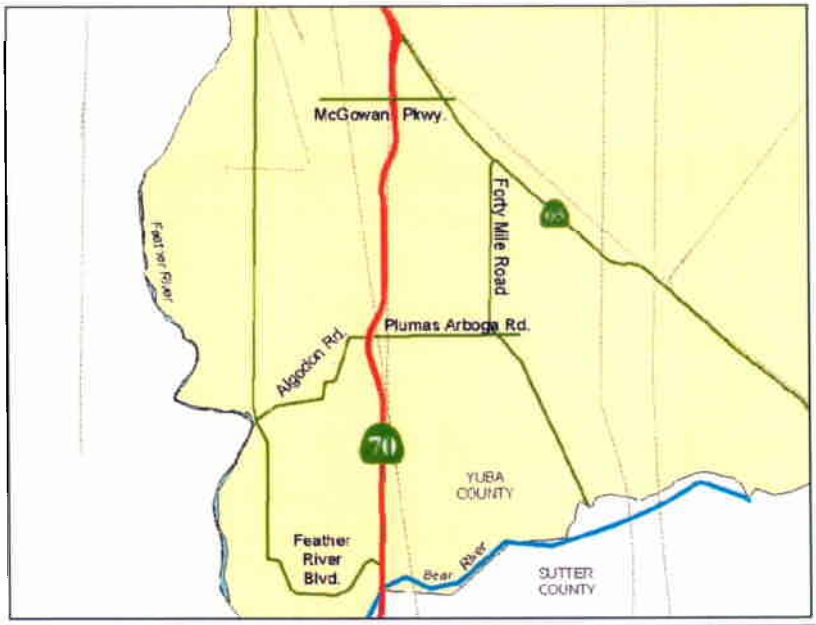
2-lane undivided expressway

Concept Facility:

4-lane expressway

Ultimate Facility:

6-lane freeway



Level of Service (LOS)

Existing LOS:	D
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	C

County General Plan: Yuba

General Plan Year:

General Plan LOS Standard:

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Widen to four-lane expressway to existing freeway 0.7 miles south of McGowan Parkway.

Construct new interchanges at Feather River Blvd. and Algodon/Plumas Arboga Roads.

All future improvements to roadway structures should incorporate automated congestion management systems such as ramp metering and HOT lane technology. Due to the high growth potential of adjacent areas and constraints to future right of way, allowances need to be made at every opportunity for future traffic management options that do not necessitate physical expansion of facilities.

Beyond the 20-year concept, commuter rail service between Sacramento and Chico should be

re-examined.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

This segment of SR 70 begins at the Sutter/Yuba County line and continues north to where it becomes a freeway 0.7 miles south of the McGowan Parkway overcrossing. It is a two-lane, undivided, rural expressway with an operating speed of 65 to 70 mph during off-peak hours. This segment currently operates at LOS D. Once upgraded to four lanes, the roadway is expected to operate at LOS B. The accident rate in this segment is slightly under the statewide average. Construction to bring this segment a 4-lane expressway will begin in 2001. The right-of-way has already been purchased and the project is fully funded.

The at-grade intersection at Feather River Blvd. is programmed to be modified in 2000, with an interchange constructed in the future when warranted.

A new interchange at Plumas-Arboga/Algodon Road will be constructed in three phases, beginning in 2000. Phases one and two construct an L-2 interchange that will provide access to the Yuba Motorplex located on the east side of SR 70 and are fully funded. Phase three modifies the interchange into a full L-9 and provides access to the Plumas Lake development planned for the west side of SR 70. Phase one is expected to be completed in April, 2002. Phase two construction is expected to begin in 2001, the same time this segment of SR 70 is scheduled for widening, with completion anticipated in 2004.

LAND USE

Land use on the northern portion of this segment is primarily rural. It is mainly single-family residential on the west side of SR 70, while the east side is used for agriculture. Rice is the predominant crop, although there are some cattle ranches interspersed. Development potential in the near term is not high due to the floodplain characteristic of the land in this area; however, this may change as nearby levees are strengthened.

Nonetheless, Yuba County is focusing new growth and development to the southwest portion of the county in an area called Plumas Lake. This community will cover 5,263 acres of land roughly bounded by SR 70 on the east, the Bear River to the south, and Olivehurst to the north and will feature nearly 12,000 dwelling units, 610 acres of commercial and office space, parks, schools, and other uses. It is anticipated by the County that construction will begin by the year 2003.

Traffic generated by the new Yuba Motorplex will significantly impact the southern half of this segment of SR 70. The motorplex will be located at SR 65 and Forty Mile Road, just east of SR 70. The motorplex is designed to seat 55,000 spectators, and draw 22,000 vehicles to weekend auto races. It is estimated that 6050 northbound vehicles will travel SR 70 and exit at Plumas-Arboga Road during the peak travel hour prior to a race, and 8,525 vehicles will travel southbound during the post-race peak travel hour. These volumes are going to cause prolonged travel delays of up to one hour during the pre-race peak hour and up to three hours of delay during the post-race peak travel period. There is concern that capacity limitations on local roads near the motorplex will lead to major traffic delays to incoming traffic, causing traffic to backup on SR 70 and block lanes on the highway. Events at the motorplex are scheduled to begin in 2001.
In addition to the motorplex, the Sacramento Valley Amphitheatre has recently been constructed on this site. The ampitheatre accommodates 18,500 people at an estimated 30-40 events per year. Because of the time it takes to exit the ampitheatre's parking lot, traffic is in effect metered onto nearby roads and thus far has not presented a problem on SR 70.

MODAL OPTIONS

YUBA-SUTTER TRANSIT - This fixed-route system provides a Sacramento Commute Express that provides daily peak hour service to downtown Sacramento from Marysville and Yuba City. There is also a Midday Express service from Yuba City and Marysville to downtown Sacramento and two major medical facilities in Sacramento every weekday. Although the buses for both of these services travel SR 70, neither have stops along this segment.

GREYHOUND BUS LINES - Greyhound provides intercity bus service from (between) Chico, Oroville, Gridley, and Marysville to Sacramento along SR 70; however, there are no stops on this segment of roadway.

AMTRAK - operates a feeder bus connection with stops in Sacramento, Marysville and Oroville four times daily for the San Joaquin route between Oakland and Bakersfield, and for the Capitol Corridor route between Colfax and San Jose. Feeder bus service is also available in Marysville and Oroville for the Coast Starlight, which travels between Los Angeles and Seattle with stops in Sacramento and Chico.

RIGHT OF WAY

Additional right of way will be necessary for a future interchanges at Feather River Blvd. and Algodon/Plumas Arboga Roads.

Functional Classification Information

Functional Classification:	**Principal Arterial**
National Highway System (NHS):	**Other NHS**
Access Control:	**Freeway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Lifeline Route**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	1.12	3.66
Avg. Shoulder Width:	0.74	2.44
Avg. Median Width:	0.00	0.00

General Comments:

The most narrow right-of-way width in this segment is 167 feet at PM 4.5. Other narrow spots are between PM 4.8 and PM 6.625 (end of segment) at 180 feet, and 176 feet between PM 1.2 and PM 2.7. Otherwise, right-of-way widths in this segment are in the 185-200 foot range, with the exception of intersections, which are as wide as 630 feet.

Projects Planned (Non-funded)

(unlisted at this time)	Interchange constructed in three phases, the first two of which are fully funded. Phase one construction will begin in 2000; phase two in 2001.
1999 1999 MTP (SACOG)	Construct interchange at SR 70/Algodon Rd. Completion year: 2002.
1999 1999 MTP (SACOG)	Construct interchange at SR 70/Feather River Blvd. as part of the Plumas Lake Specific Plan. Completion year: 2010.

Projects Programmed (Funded)

1998 1998 STIP	Widen to 4 lane expressway from 0.6 mi. north of Bear River to existing freeway at McGowan Parkway overcrossing. Fully funded. Begin construction in 2001.
1999 1999 MTIP (SACOG)	Modify intersection of SR 70/Feather River Blvd. Fully funded. Begin construct.: 2000.

Traffic Data

Peak Period Direct Split:	60%
% Traffic Growth Per Year:	7%

Land-Use Data

Land Use Zone: Agricultural

Terrain: Flat

Future-20yr. Land Use: Commercial/Residential

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	12,500	1,234	0.50	D	
2010	19,800	1,958	0.38	A	2010 and 2020 scenarios assume a 4-lane facility in this segment.
2020	27,000	2,673	0.51	B	

Collision Rates

Total Collision Rate: 0.86

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Note: 1 equals the statewide average. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 0.92

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Note: 1 equals the statewide average.Collision rate is expressed in million vehicle miles.

Note: Represents collision data from to

Truck Volumes

	Daily Truck Volumes
3 Axle	
4 Axle	
5+ Axle	
Total:	

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle		
4 Axle		
5+ Axle		
Total:		

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Transitional (pending reinstated 1-hr. std.)

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Feather River Air Quality Management District
938 14th Street
Marysville, CA 95901
(530) 634-7659

County Planning Department

County of Yuba
Yuba County Community Development Department
938 14th Street
Marysville, CA 95901
(530) 741-6419

Congestion Management Agency

No CMA in County

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information

Route:	70
County:	Yuba
Segment Number:	3

Segment Boundaries

KP Start	10.662	**PM Start**	6.625
KP End	22.434	**PM End**	13.940
Distance [km]	11.772	**Distance [mi]:**	7.315

Segment Description

FROM BEGINNING OF FREEWAY (0.7 MILES SOUTH OF Mc GOWAN PKWY.) TO NORTH END OF YUBA RIVER BRIDGE

Concept Summary

Existing Facility:

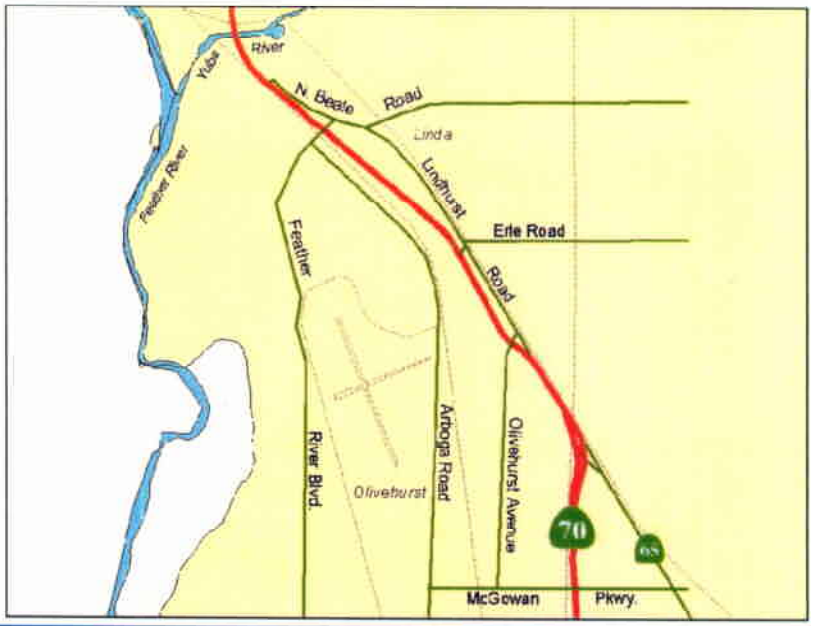
4-lane divided freeway

Concept Facility:

2-lane expressway via the Marysville Bypass

Ultimate Facility:

6-lane freeway via the Marysville Bypass



Level of Service (LOS)

Existing LOS:	C
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	D

County General Plan:	Yuba
General Plan Year:	
General Plan LOS Standard:	

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Construct 2-lane Marysville Bypass expressway on new, 4-lane alignment, beginning at the junction of SR 70 and SR 65 and continuing north to just south of Oroville, for eventual improvement to a 4-lane freeway.

Install two changeable message signs: One in the southbound direction just north of SR 65, and one in the northbound direction just south of Marysville. Construct a Park and Ride lot near McGowan Parkway.

Once the 4-lane freeway is in place, all future improvements to the roadway should incorporate automated congestion management systems. Due to the high growth potential of adjacent areas and constraints to future right of way, allowances need to be made at every opportunity for

future traffic management options that do not necessitate physical expansion of facilities. Beyond the 20-year concept, commuter rail service between Sacramento and Chico should be re-examined.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

This segment of SR 70 is a four-lane freeway. It begins 0.7 miles south of the McGowan Parkway overcrossing and extends to the north end of the Yuba River bridge, inside the Marysville city limit (the city limit is just south of the Yuba River bridge).

A third bridge over the Feather River connecting State Routes 65 and 70 in Yuba County with SR 99 in Sutter County is planned. Construction is estimated to begin in 2007 and be completed by 2009, depending on funding availability. The traffic model indicates that although traffic will be diverted onto SR 99 from part of this segment of SR 70 once the new bridge is built, new vehicle trips will be generated, thereby producing no net change in traffic volumes.

The future Marysville Bypass will reduce congestion on the existing route by diverting through trips. However, local development and increases in regional traffic may still overload the existing facility south of Marysville.

Given the increasing number of commuters between the Marysville and Sacramento areas, consideration should be given to constructing a Park and Ride lot in the vicinity of SR 70 and McGowan Parkway.

LAND USE

Land use along this segment of SR 70 is primarily rural residential and agricultural, but becomes more residentially and commercially oriented in the communities of Linda and Olivehurst. The planned third bridge over the Feather River, connecting State Routes 65 and 70 in Yuba County with SR 99 in Sutter County, is consistent with present development plans in the Yuba City/Marysville area and will likely increase the rate of development in the vicinity of this segment of SR 70, although residential densities in the Linda and Olivehurst areas are expected to remain the same.

Traffic generated by the new Yuba Motorplex will significantly impact this segment of SR 70. The motorplex will be located at SR 65 and Forty Mile Road, immediately southeast of this segment of SR 70. The motorplex is designed to seat 55,000 spectators, and draw 22,000 vehicles to weekend design events (auto races). According to the proponent's traffic engineer, the pre-event peak hour will generate 2,750 vehicles heading south towards the motorplex, while the post-event peak period is expected to generate 3,875 vehicles traveling northbound towards Marysville. Events at the motorplex are scheduled to begin in 2001.

In addition to the motorplex, the Sacramento Valley Amphitheatre has recently been constructed on this site. The ampitheatre accommodates 18,500 people at an estimated 30-40 events per year. Because of the time it takes to exit the ampitheatre's parking lot, traffic is in effect metered onto nearby roads and thus far has not presented a problem on SR 70.

MODAL OPTIONS

YUBA-SUTTER TRANSIT - This fixed-route system provides a Sacramento Commute Express that provides daily peak hour service to downtown Sacramento from Marysville and Yuba City. There is also a Midday Express service from Yuba City and Marysville to downtown Sacramento

and two major medical facilities in Sacramento every weekday. Both services have a stop in Linda.

GREYHOUND BUS LINES - Greyhound provides round-trip intercity bus service from (between) Chico, Oroville, Gridley, and Marysville to Sacramento along SR 70; however, there are no stops on this segment of roadway.

AMTRAK - operates a feeder bus connection with stops in Sacramento, Marysville and Oroville four times daily for the San Joaquin route between Oakland and Bakersfield, and for the Capitol Corridor route between Colfax and San Jose. Feeder bus service is also available in Marysville and Oroville for the Coast Starlight, which travels between Los Angeles and Seattle with stops in Sacramento and Chico.

RIGHT OF WAY

Right of way will be needed for the Marysville Bypass once the new alignment is established.

Functional Classification Information

Functional Classification:	**Principal Arterial**
National Highway System (NHS):	**Other NHS**
Access Control:	**Freeway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Lifeline Route**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 4

	Meters	*Feet*
Avg. Lane Width:	1.12	3.66
Avg. Shoulder Width:	0.93	3.05
Avg. Median Width:	4.27	14.00

General Comments:

he most narrow right-of-way width in this segment is 150 feet at PM 8.7, just north of the junction with SR 65. Otherwise, right-of-way widths in this segment are generally in the 170-280 foot range. The widest point is at the McGowan Parkway overcrossing, at 840 feet.

Projects Planned (Non-funded)

1999 1999 MTP (SACOG)	Purchase right of way from SR 65/70 to 0.5 mi. north of Ellis Rd. (north of Marysville) for the Marysville Bypass. 2006.
2000 2000 10-Yr. SHOPP	Widen Feather River Blvd. on ramp (PM 11.3). Program year: 2004.

Projects Programmed (Funded)

1998 1998 STIP	Marysville Bypass on new alignment between SR 65 to south of SR 162 in Butte County. $6 mil. for route adoption. Construction year: 2007

Traffic Data

Peak Period Direct Split:	60%
% Traffic Growth Per Year:	6%

Land-Use Data

Land Use Zone: Ag./Rural Residential

Terrain: Flat

Future-20yr. Land Use: Ag./Rural Residential

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	43,500	3,952	0.58	C	Calculations do not take into account effects of the Marysville Bypass, the third bridge over the Feather River, or the Yuba Motorplex.
2010	68,300	6,209	0.92	E	Calculations do not take into account effects of the Marysville Bypass, the third bridge over the Feather River, or the Yuba Motorplex.
2020	93,100	8,467	1.25	F	Calculations do not take into account effects of the Marysville Bypass, the third bridge over the Feather River, or the Yuba Motorplex.

Collision Rates

Total Collision Rate: 1.18

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Note: 1 equals the statewide average. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 1.54

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Note: 1 equals the statewide average.Collision rate is expressed in million vehicle miles.

Note: Represents collision data from 2003 to

Truck Volumes

	Daily Truck Volumes
3 Axle	
4 Axle	
5+ Axle	
Total:	

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle		
4 Axle		
5+ Axle		
Total:		

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Transitional (pending reinstated 1-hr. std.)

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Feather River Air Quality Management District
938 14th Street
Marysville, CA 95901
(530) 634-7659

County Planning Department

County of Yuba
Yuba County Community Development Department
938 14th Street
Marysville, CA 95901
(530) 741-6419

Congestion Management Agency

No CMA in County

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information

Route:	70
County:	Yuba
Segment Number:	4

Segment Boundaries

KP Start	22.434	**PM Start**	13.940
KP End	25.508	**PM End**	15.850
Distance [km]	3.074	**Distance [mi]:**	1.910

Segment Description

FROM THE NORTH END OF YUBA RIVER BRIDGE
TO THE NORTH CITY LIMIT OF MARYSVILLE

Concept Summary

Existing Facility:

4-lane divided fwy. first 0.2 mi.; 4 lane city street to 14th St.; 2 lane divided expwy. to end of segment

Concept Facility:

2-lane expressway via Marysville Bypass.

Ultimate Facility:

6-lane freeway via Marysville Bypass.

Level of Service (LOS)

Existing LOS:	C
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	D

County General Plan: Yuba

General Plan Year:

General Plan LOS Standard:

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Construct 2-lane Marysville Bypass expressway on new, 4-lane alignment, beginning at the junction of SR 70 and SR 65 and continuing north to just south of Oroville, for eventual improvement to a 4-lane freeway.

Once the 4-lane freeway is in place, all future improvements to the roadway should incorporate automated congestion management systems such as ramp metering and ITS technology. Due to the high growth potential of adjacent areas and constraints to future right of way, allowances need to be made at every opportunity for future traffic management options that do not necessitate physical expansion of facilities.

Beyond the 20-year concept, commuter rail service between Sacramento and Chico should be

re-examined.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

The majority of this segment of SR 70 is a 4-lane city street that courses through downtown Marysville along E, Ninth, and B Streets, although the Ninth Street portion is shared with SR 20 and is not included in mileage for SR 70. The portion of SR 70 between 14th and 17th Streets on B Street is two-laned with a continuous center turn lane, and beyond 17th Street is two-laned. There are turn lanes and traffic signals at almost every block.

Truck traffic contributes significantly to congestion and operational deficiencies. Additionally, SR 70 serves as an alternate route to I-80 when that road is closed in the winter due to heavy snowfall, adding a significant amount of truck traffic to that which already exists. This segment of SR 70 will not be able to accommodate future projected traffic. There is a narrow, two-lane railroad underpass at 17th and B Streets, which does not meet current standards, and which does not have enough room for expansion. Trucks over 14' 1" and wide loads must detour around the underpass on city streets.

The Marysville Bypass will reduce congestion on the existing route by diverting through trips. However, local development and increases in regional traffic will still overload the existing facility in Marysville.

Construction of a third crossing of the Feather River on SR 65 south of Marysville should also provide some relief for the congestion through Marysville. According to the 1998 STIP, construction of this bridge should begin in 2007 and be completed by 2009, depending on funding availability.

LAND USE

This segment of SR 70 courses through downtown Marysville, where land use is primarily retail and commercial. Marysville is experiencing a high number of vacancies in retail and commercial space downtown. When the local economy improves to the point of significantly decreasing the number of vacancies, congestion will increase as a result of the traffic generated by the new establishments.

Traffic generated by the new Yuba Motorplex will significantly impact this segment of SR 70. The motorplex will be located at SR 65 and Forty Mile Road, southeast of this segment of SR 70. The motorplex is designed to seat 55,000 spectators, and draw 22,000 vehicles to weekend design events (auto races). According to the proponent's traffic engineer, the pre-event peak hour will generate 2,750 vehicles heading south towards the motorplex, while the post-event peak period is expected to generate 3,875 vehicles traveling northbound towards Marysville. A single event has the potential to cripple traffic in downtown Marysville, causing severe delays. There are no road improvements specifically aimed at mitigating this traffic. The traffic study for the motorplex suggested creating park and ride lots from which people will be loaded into buses and taken to the site. However, the number of buses needed could pose a severe traffic problem in downtown Marysville because of all the signalized intersections and turning movements necessary. Events at the motorplex are scheduled to begin in 2001.

In addition to the motorplex, the Sacramento Valley Amphitheatre has recently been constructed on this site. The ampitheatre accommodates 18,500 people at an estimated 30-40 events per year. Because of the time it takes to exit the ampitheatre's parking lot, traffic is in effect metered onto nearby roads and thus far has not presented a problem on SR 70.

MODAL OPTIONS

YUBA-SUTTER TRANSIT - provides fixed route service within the city limits of Marysville. In addition, there is the Sacramento Commute Express that provides daily peak hour service to downtown Sacramento from Marysville and Yuba City. There is also a Midday Express service from Yuba City and Marysville to downtown Sacramento and two major medical facilities in Sacramento every weekday.

GREYHOUND BUS LINES - Greyhound provides round-trip intercity bus service from (between) Chico, Oroville, and Gridley to Sacramento via a stop in downtown Marysville.

AMTRAK - operates a feeder bus connection with stops in Sacramento, Marysville and Oroville four times daily for the San Joaquin route between Oakland and Bakersfield, and for the Capitol Corridor route between Colfax and San Jose. Feeder bus service is also available in Marysville and Oroville for the Coast Starlight, which travels between Los Angeles and Seattle with stops in Sacramento and Chico.

RIGHT OF WAY

Right of way will be needed for the Marysville Bypass once the new alignment is established.

Functional Classification Information

Functional Classification:	**Principal Arterial**
National Highway System (NHS):	**Other NHS**
Access Control:	**Freeway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Lifeline Route**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 4

	Meters	*Feet*
Avg. Lane Width:	2.23	7.32
Avg. Shoulder Width:	0.19	0.61
Avg. Median Width:	1.12	3.66

General Comments:

The majority of right-of-way width in this segment is narrow, between 80 and 100 feet, as this segment winds through downtown Marysville. The exception to this is at 24th Street, where the right-of-way is 357 feet wide.

Projects Planned (Non-funded)

1999 1999 MTP (SACOG)	Widen to 6 lanes from First to Ninth Streets. Completion year: 2010.
2000 2000 10-Yr. SHOPP	Rehabilitate roadway from PM 14.7 to 25.822 (Butte Co. line) in segment 5. Program year: 2002.
2000 2000 10-Yr. SHOPP	Widen E Street in Marysville (PM 14.1/14.7). Program year: 2010.

Projects Programmed (Funded)

1998 1998 STIP	Marysville Bypass on new alignment between SR 65 to south of SR 162 in Butte County. $6 mil. for route adoption. Construction year: 2007

Traffic Data

Peak Period Direct Split:	53%
% Traffic Growth Per Year:	4%

Land-Use Data

Land Use Zone: Urban

Terrain: Flat

Future-20yr. Land Use: Urban

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	57,000	5,321	0.68	C	
2010	76,900	7,178	0.91	E	
2020	96,700	9,034	1.15	F	

Collision Rates

Total Collision Rate: 1.08

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Note: 1 equals the statewide average. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 1.33

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Note: 1 equals the statewide average. Collision rate is expressed in million vehicle miles.

Note: Represents collision data from to

Truck Volumes

	Daily Truck Volumes
3 Axle	
4 Axle	
5+ Axle	
Total:	

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle		
4 Axle		
5+ Axle		
Total:		

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Transitional (pending reinstated 1-hr. std.)

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Feather River Air Quality Management District
938 14th Street
Marysville, CA 95901
(530) 634-7659

County Planning Department

County of Yuba
Yuba County Community Development Department
938 14th Street
Marysville, CA 95901
(530) 741-6419

Congestion Management Agency

No CMA in County

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information

Route:	70
County:	Yuba
Segment Number:	5

Segment Boundaries

KP Start	25.508	**PM Start**	15.850
KP End	41.556	**PM End**	25.822
Distance [km]	16.048	**Distance [mi]:**	9.972

Segment Description

FROM THE NORTH CITY LIMIT OF MARYSVILLE TO THE YUBA/BUTTE COUNTY LINE

Concept Summary

Existing Facility:

2-lane divided expwy. to Laurellen Rd.; 2-lane undivided conventional hwy. to Yuba/Butte Co. line.

Concept Facility:

-lane expressway via Marysville Bypass

Ultimate Facility:

6-lane freeway via Marysville Bypass.

Level of Service (LOS)

Existing LOS:	D
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	D

County General Plan: Yuba

General Plan Year:

General Plan LOS Standard:

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Construct 2-lane Marysville Bypass expressway on new, 4-lane alignment, beginning at the junction of SR 70 and SR 65 and continuing north to just south of Oroville, for eventual improvement to a 4-lane freeway.

On new bypass, add a changeable message sign in the southbound direction just north of SR 20.

Once the 4-lane freeway is in place, all future improvements to the roadway should incorporate automated congestion management systems such as ramp metering and ITS technology. Due to the high growth potential of adjacent areas and constraints to future right of way, allowances need to be made at every opportunity for future traffic management options that do not

necessitate physical expansion of facilities.

Beyond the 20-year concept, commuter rail service between Sacramento and Chico should be re-examined.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

This segment of SR 70 consists of a two-lane conventional highway extending from the northern Marysville city limit just south of Laurellen Road to the Yuba/Butte County line. There are numerous driveway and side street connections, with sporadic to near continuous rural residential and agricultural development along the highway, including a large number of orchards. Slow moving farm equipment often cross or travel on the highway creating operational difficulties, particularly the ability to make left turns during peak travel periods. The existing conventional highway does not allow the capacity for future traffic demand; however, the new Marysville Bypass project should provide relief for this segment.

LAND USE

Land use is rural residential and agricultural. The majority of land is used for prune orchards, although there are a few peach and walnut orchards. In addition, there are several fruit drying/packing facilities and a tractor repair shop along this segment. Development potential in the near term is not high due to the floodplain characteristic of the land in this area; however, this may change as nearby levees are strengthened.

MODAL OPTIONS

GREYHOUND BUS LINES - Greyhound provides round-trip intercity bus service from (between) Chico and Oroville to Marysville and Sacramento. Although the bus travels this segment of SR 70, there are no scheduled stops.

AMTRAK - operates a feeder bus connection with stops in Sacramento, Marysville and Oroville four times daily for the San Joaquin route between Oakland and Bakersfield, and for the Capitol Corridor route between Colfax and San Jose. Feeder bus service is also available in Marysville and Oroville for the Coast Starlight, which travels between Los Angeles and Seattle with stops in Sacramento and Chico.

RIGHT OF WAY

Right of way will be needed for the Marysville Bypass once the new alignment is established.

Functional Classification Information

Functional Classification:	**Principal Arterial**
National Highway System (NHS):	**Other NHS**
Access Control:	**Freeway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Lifeline Route**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	1.12	3.66
Avg. Shoulder Width:	0.56	1.83
Avg. Median Width:	0.00	0.00

General Comments:

Between PM 15.85 and PM 16.3 (at Laurellen Road), right-of-way widths range from 120 to 190 feet. From Laurellen Road to the Butte County line, the width is 66 feet.

Projects Planned (Non-funded)

2000 2000 10-Yr. SHOPP	Passing lanes (no specific locations indicated). Program year: 2004.

Projects Programmed (Funded)

1998 1998 STIP	Marysville Bypass on new alignment between SR 65 to south of SR 162 in Butte County. $6 mil. for route adoption. Construction year: 2007

Traffic Data

Peak Period Direct Split:	57%
% Traffic Growth Per Year:	5%

Land-Use Data

Land Use Zone: Ag./Rural Residential

Terrain: Flat

Future-20yr. Land Use: Ag./Rural Residential

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	13,000	1,381	0.57	D	Figures assume a 2-lane facility in this segment for all scenarios.
2010	19,200	2,038	0.83	E	
2020	25,400	2,694	1010.00	F	

Collision Rates

Total Collision Rate: 1.23

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Note: 1 equals the statewide average. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 1.19

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Note: 1 equals the statewide average.Collision rate is expressed in million vehicle miles.

Note: Represents collision data from to

Truck Volumes

	Daily Truck Volumes
3 Axle	
4 Axle	
5+ Axle	
Total:	

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle		
4 Axle		
5+ Axle		
Total:		

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Transitional (pending reinstated 1-hr. std.)

Local and Regional Planning Agencies

RTPA/MPO

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Marysville, CA 95901
(530) 634-7659

County Planning Department

County of Yuba
Yuba County Community Development Department
938 14th Street
Marysville, CA 95901
(530) 741-6419

Congestion Management Agency

No CMA in County

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information		Segment Boundaries			
Route:	70	**KP Start**	0.000	**PM Start**	0.000
County:	Butte	**KP End**	21.741	**PM End**	13.509
Segment Number:	6	**Distance [km]**	21.741	**Distance [mi]:**	13.509

Segment Description

FROM THE YUBA/BUTTE COUNTY LINE TO THE BEGINNING OF FREEWAY, 0.6 MILES SOUTH OF ORO DAM BLVD. (SR 162)

Concept Summary

Existing Facility:

2-lane undivided conventional highway; becomes expressway just south of Palermo Road.

Concept Facility:

2-lane expressway to 0.5 mi. S. of Ophir Rd.; 4-lane freeway to end of segment.

Ultimate Facility:

6-lane freeway via Marysville Bypass.

Level of Service (LOS)

Existing LOS:	E
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	D

County General Plan:	Butte
General Plan Year:	1999
General Plan LOS Standard:	D

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Widen to four-lane freeway between PM 11.0 and 13.5, 0.5 mile south of Ophir Road to 0.4 mile south of SR 162. Construct new interchange at or near Ophir Road.

Construct 2-lane Marysville Bypass expressway on new, 4-lane alignment, beginning at the junction of SR 70 and SR 65 and continuing north to just south of Ophir Road, for eventual improvement to a 4-lane freeway.

Once the 4-lane freeway is in place, all future improvements to the roadway should incorporate automated congestion management systems such as ramp metering and ITS technology. Due to the high growth potential of adjacent areas and constraints to future right of way, allowances need to be made at every opportunity for future traffic management options that do not

necessitate physical expansion of facilities.
Beyond the 20-year concept, commuter rail service between Sacramento and Chico should be re-examined.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

This segment of SR 70 extends from the Butte/Yuba County line to the beginning of the freeway south of the Oroville city limit. From just north of Marysville to Oroville, SR 70 has numerous driveway and side street connections, with sporadic to near continuous residential and agricultural development along the highway. A new traffic signal has been installed at East Gridley Road, along with new left and right-turn pockets.

Passing lanes are interspersed throughout this segment. There is a southbound passing lane of approximately .5 mile long just south of East Gridley Road and a mile-long northbound passing lane just north of Cox Lane, and a continuous center turn lane north of Power House Hill Road. In addition, there are two acceleration and deceleration lanes just south of Oroville at Pacific Heights Road and Ophir Road.

The existing four-lane freeway, which ends 0.4 mile south of SR 162, will be extended 2.5 miles south, to 0.5 mile south of Ophir Road, as part of the Marysville Bypass to Oroville Freeway project (each alternative under study in the Bypass project tie into the existing SR 70 at 0.5 mile south of Ophir Road). The freeway extension project includes construction of a new interchange at Ophir Road and closure of the Georgia Pacific Way intersection.

There are no roadside call boxes in Butte County.

LAND USE

Rural residential and agricultural, primarily orchards in the southern portion of this segment and grazing land in the northern portion. In addition, there are commercial/light industrial businesses scattered throughout. Development potential in the near term is not high due to the floodplain characteristic of the land in this area; however, this may change as nearby levees are strengthened.

MODAL OPTIONS

BUTTE COUNTY TRANSIT - provides fixed route service between Oroville and Gridley via E. Gridley Road. There is no transit service further south on SR 70 in Butte County. Butte County Transit also operates the Chico Clipper, which provides morning and afternoon trips between Oroville and Chico, with several stops in each city.

GREYHOUND BUS LINES - Greyhound provides round-trip intercity bus service from Chico and Oroville to Gridley, Marysville, and Sacramento along this segment of SR 70; however, there are no stops along this segment of roadway. Buses on the Gridley route from Oroville and Chico only travel the portion of this segment between where the segment boundary is in Oroville and E. Gridley Road.

AMTRAK - operates a feeder bus connection with stops in Sacramento, Marysville and Oroville four times daily for the San Joaquin route between Oakland and Bakersfield, and for the Capitol Corridor route between Colfax and San Jose. Feeder bus service is also available in Marysville and Oroville for the Coast Starlight, which travels between Los Angeles and Seattle with stops in Sacramento and Chico.

RIGHT OF WAY

Right of way will be needed for the Marysville Bypass once the new alignment is established.

Functional Classification Information

Functional Classification:	**Principal Arterial**
National Highway System (NHS):	**Other NHS**
Access Control:	**Freeway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Lifeline Route**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	1.02	3.35
Avg. Shoulder Width:	1.02	3.35
Avg. Median Width:	0.00	0.00

General Comments:

The most narrow right-of-way width in this segment is 88 feet at PM 6.3, about two miles north of East Gridley Road. Otherwise, right-of-way widths are generally in the 92-150 foot range up to Welsh/Palermo Road (PM 0.0/9.1). Between Welsh Palermo Road and the end of this segment (PM 9.1/13.5), widths are in the 148 to 200 foot range.

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

1998 1998 STIP	Marysville Bypass to Oroville. 4 lane expressway from SR 65 in Yuba Co. to 2 miles north of Palermo Road (PM 11.0) on new alignment. $6 mil. for route adoption. Construction year: 2007.
1998 1998 STIP Augment	Widen to 4-lane freeway 2 miles north of Palermo Rd. to 0.4 mile south of SR 162 (PM 11.0/13.5). Add new interchange at/near Ophir Road. $522,000 for environmental. Begin construction 2003 if funding is secured.

Traffic Data

Peak Period Direct Split:	53%
% Traffic Growth Per Year:	8%

Land-Use Data

Land Use Zone: Ag./Rural Residential

Terrain: Flat

Future-20yr. Land Use: Ag./Rural Residential

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	13,400	1,284	0.65	E	Figures assume a 2-lane facility in this segment for all scenarios.
2010	23,000	2,202	1.11	F	
2020	32,600	3,121	1.58	F	

Collision Rates

Total Collision Rate: 0.93

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Note: 1 equals the statewide average. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 0.98

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Note: 1 equals the statewide average.Collision rate is expressed in million vehicle miles.

Note: Represents collision data from to

Truck Volumes

	Daily Truck Volumes
3 Axle	
4 Axle	
5+ Axle	
Total:	

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle		
4 Axle		
5+ Axle		
Total:		

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment-Maintenance (CO Protocol Applies)

PM10: Unclassified/Attainment

Ozone: Transitional (pending reinstated 1-hr. std.)

Local and Regional Planning Agencies

RTPA/MPO

Butte County Association of Governments
965 Fir St.
Chico, CA 95928-6301
(530) 879-2468

Air Quality District

Butte County Air Quality Management District
2525 Dominic Drive, Suite J
Chico, CA 95928-7184
(530) 891-2882

County Planning Department

County of Butte
Department of Development Services, Planning Division
7 County Center Drive
Oroville, CA 95965-3334
(530) 538-7601

Congestion Management Agency

No CMA in County

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information

Route:	70
County:	Butte
Segment Number:	7

Segment Boundaries

KP Start	21.741	**PM Start**	13.509
KP End	33.016	**PM End**	20.515
Distance [km]	11.275	**Distance [mi]:**	7.006

Segment Description

FREEWAY SEGMENT 0.6 MILES SOUTH OF ORO DAM BLVD./SR 162 TO THE JUNCTION SR 149

Concept Summary

Existing Facility:

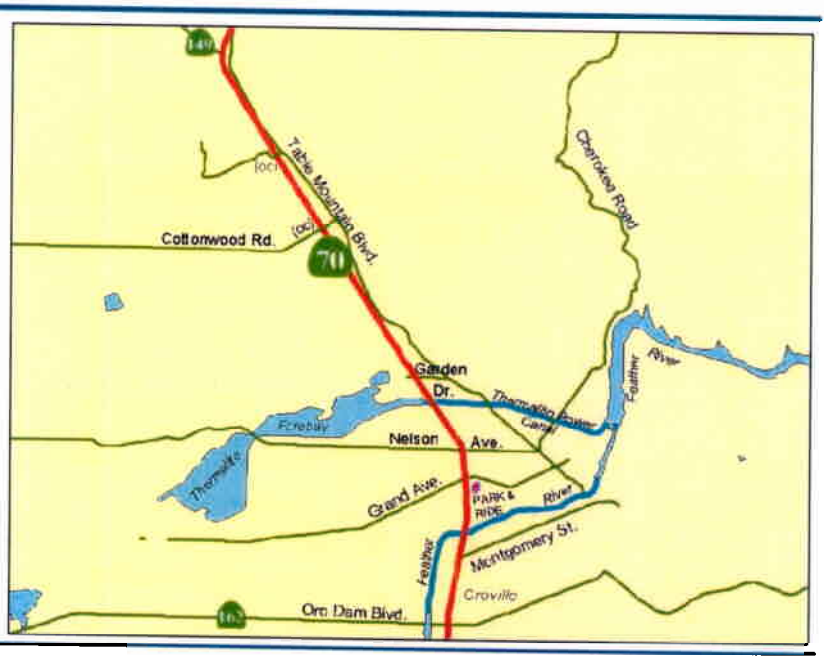
4-lane divided freeway; 4-lane expressway last 0.3 mile.

Concept Facility:

4-lane freeway.

Ultimate Facility:

6-lane freeway.



Level of Service (LOS)

Existing LOS:	A
20 yr. LOS - No Build:	B
20 yr. Concept LOS:	B

County General Plan:	Butte
General Plan Year:	1999
General Plan LOS Standard:	D

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Convert to full freeway.

Construct a new interchange at the junction of SR 70 and SR 149.

All future improvements to roadway structures should incorporate automated congestion management systems such as ramp metering and ITS technology. Due to the high growth potential of adjacent areas and constraints to future right of way, allowances need to be made at every opportunity for future traffic management options that do not necessitate physical expansion of facilities.

Beyond the 20-year concept, commuter rail service between Sacramento and Chico should be

re-examined.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

This section of SR 70 is a four-lane freeway that extends from 0.4 miles south of SR 162 just south of Oroville to the end of freeway just south of the junction of SR 149. There are four above-grade off ramps into the City of Oroville located at Oro Dam Blvd. (SR 162), Montgomery Street, Grand Avenue and Nelson Avenue, and another interchange at Garden Drive. Although the existing level of service on this segment is good, the on and off ramps at Grand Avenue and Nelson Avenue experience congestion during peak travel periods.

An interchange at SR 70/SR 149 is planned for construction as part of the widening of SR 149 to a 4-lane freeway. The interchange is fully funded and is set for construction in 2001/02.

LAND USE

This segment of SR 70 is a freeway that goes through the City of Oroville, west of the downtown area. Immediately adjacent to the freeway, which is elevated, is low-lying open space that is prone to flooding given the proximity to the Feather River and Thermalito Forebay. Just beyond the open space to the east are retail and commercial establishments such as hotels, car lots, and other typical urban land uses. The elevation increases north of Oroville, where land is used primarily for grazing.

There are numerous recreation sites and activities available along this segment of SR 70. Between SR 162 and Grand Avenue is the Feather River Parkway and River Bend Park. In addition, Garden Drive leads to Lake Oroville State Recreation Area, which encompasses the Thermalito Forebay, where boating, picnicking, swimming, fishing, and other water sports are permitted.

MODAL OPTIONS

TTE COUNTY TRANSIT - provides fixed route service within Oroville. The Oroville Express, a dial-up service, provides transportation on demand within the Oroville city limits for elderly and disabled customers. Butte County Transit also operates the Chico Clipper, which provides morning and afternoon trips between Oroville and Chico, with several stops in each city.

GREYHOUND BUS LINES - Greyhound provides round-trip intercity bus service from Chico to Gridley, Marysville, and Sacramento along this segment of SR 70 via a stop in Oroville.

AMTRAK - operates a feeder bus connection with stops in Sacramento, Marysville and Oroville four times daily for the San Joaquin route between Oakland and Bakersfield, and for the Capitol Corridor route between Colfax and San Jose. Feeder bus service is also available in Marysville and Oroville for the Coast Starlight, which travels between Los Angeles and Seattle with stops in Sacramento and Chico.

PARK and RIDE - There is a Park and Ride lot for commuters just off of SR 70 at Grand Avenue and 3rd Street in Oroville.

RIGHT OF WAY

None.

Functional Classification Information

Functional Classification:	**Principal Arterial**
National Highway System (NHS):	**Other NHS**
Access Control:	**Freeway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Lifeline Route**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 4

	Meters	*Feet*
Avg. Lane Width:	1.12	3.66
Avg. Shoulder Width:	0.74	2.44
Avg. Median Width:	2.05	6.71

General Comments:

Right-of-way widths in this segment are from180 to 300 feet, with the most narrow point between PM 17 and PM 20.5 (between the Garden Drive overcrossing and SR 149).

Projects Planned (Non-funded)

2000 2000 10-Yr. SHOPP	Seismic work on Feather River structure at PM 14.830. Program year: 2001.

Projects Programmed (Funded)

1998 1998 STIP	Construct interchange at junction of SR 70/149. Fully funded. Construction year: 2001.

Traffic Data

Peak Period Direct Split:	51%
% Traffic Growth Per Year:	4%

Land-Use Data

Land Use Zone: Urban

Terrain: Rolling

Future-20yr. Land Use: Urban

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	21,000	1,951	0.26	A	
2010	29,200	2,707	0.36	B	
2020	37,300	3,463	0.47	B	

Collision Rates

Total Collision Rate: 1

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Note: 1 equals the statewide average. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 0.77

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Note: 1 equals the statewide average.Collision rate is expressed in million vehicle miles.

Note: Represents collision data from to

Truck Volumes

	Daily Truck Volumes
3 Axle	
4 Axle	
5+ Axle	
Total:	

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle		
4 Axle		
5+ Axle		
Total:		

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment-Maintenance (CO Protocol Applies)

PM10: Unclassified/Attainment

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Air Quality District

Butte County Air Quality Management District
2525 Dominic Drive, Suite J
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County Planning Department

County of Butte
Department of Development Services, Planning Division
7 County Center Drive
Oroville, CA 95965-3334
(530) 538-7601

Congestion Management Agency

No CMA in County

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information

Route:	70
County:	Butte
Segment Number:	8

Segment Boundaries

KP Start	33.016	**PM Start**	20.515
KP End	45.227	**PM End**	28.103
Distance [km]	12.212	**Distance [mi]:**	7.588

Segment Description

From the junction of SR 149 to the beginning of 4 lane expressway west of the Feather River Bridge

Concept Summary

Existing Facility:

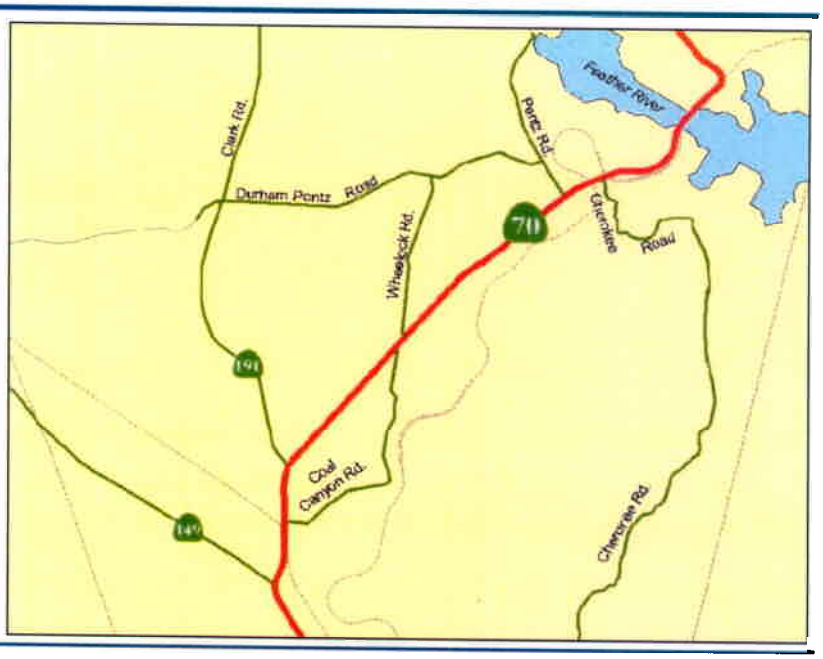
2-lane undivided expressway.

Concept Facility:

4-lane expressway.

Ultimate Facility:

4-lane expressway.



Level of Service (LOS)

Existing LOS:	D
20 yr. LOS - No Build:	E
20 yr. Concept LOS:	C

County General Plan:	Butte
General Plan Year:	1999
General Plan LOS Standard:	D

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Widen to four lanes. In the meantime, spot safety improvements such as channelization and passing lanes should be considered.

Construct right turn pocket at Pentz Road.

Beyond widening the road to four lanes, all future improvements should incorporate automated congestion management systems such as ramp metering and ITS technology.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

This segment of SR 70 begins at the junction of SR 149 north of Oroville and extends in a north-

easterly direction towards the beautiful Feather River Canyon in the Sierra Nevada mountains. Normally, 350 trucks use this canyon highway each day, half of them 5-axle trucks. When Interstate 80 is closed, Route 70 is often the alternate route to Lake Tahoe or Nevada and the volume of truck traffic increases significantly.

Beginning at Wheelock/Coal Canyon Road and heading east this segment is designated a Scenic Highway, called the Feather River Byway.

LAND USE

This segment of SR 70 is on rolling to mountainous terrain. Land use is rural residential, with numerous olive orchards interspersed with grazing land, and open fields and forest on terrain that is too steep to cultivate.

MODAL OPTIONS

None.

RIGHT OF WAY

None.

Functional Classification Information

Functional Classification:	**Principal Arterial**
National Highway System (NHS):	**Other NHS**
Access Control:	**Freeway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Officially Designated**
Lifeline Route:	**Lifeline Route**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	1.12	3.66
Avg. Shoulder Width:	0.46	1.52
Avg. Median Width:	0.00	0.00

General Comments:

The most narrow right-of-way width in this segment is 150 feet at PM 21 (near Gold Run Creek). Otherwise, right-of-way widths in this segment are generally in the 160-360 foot range.

Projects Planned (Non-funded)

2000 2000 10-Yr. SHOPP	Seismic work at PMs 26.810 and 26.990. Program year: 2002.
2000 2000 SHOPP	Construct right turn pocket at Pentz Road (PM 26.2/26.7). 2002.

Projects Programmed (Funded)

NO PROJECTS PROGRAMMED

Traffic Data

Peak Period Direct Split:	53%
% Traffic Growth Per Year:	6%

Land-Use Data

Land Use Zone: Ag./Rural Res./Forest

Terrain: Mountainous

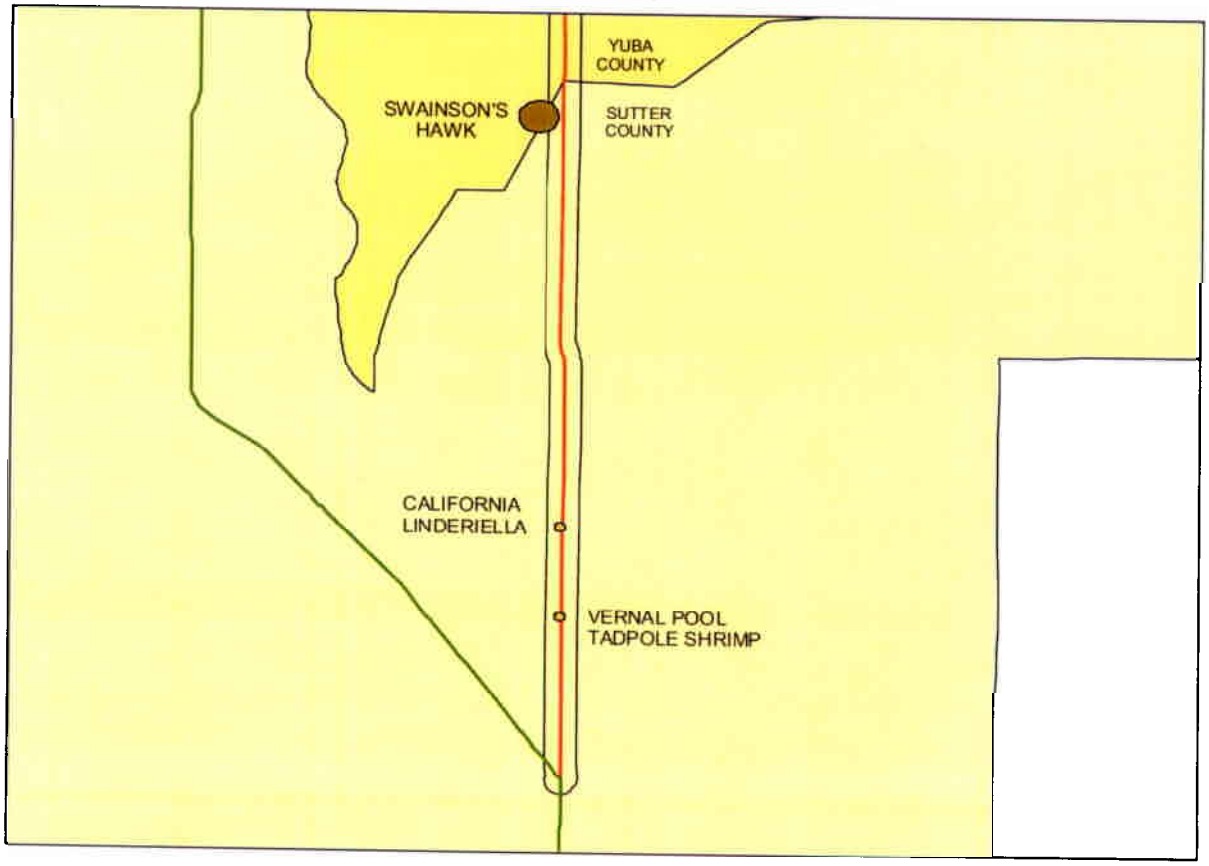
Future-20yr. Land Use: Ag./Rural Res./Forest

California Natural Diversities Database

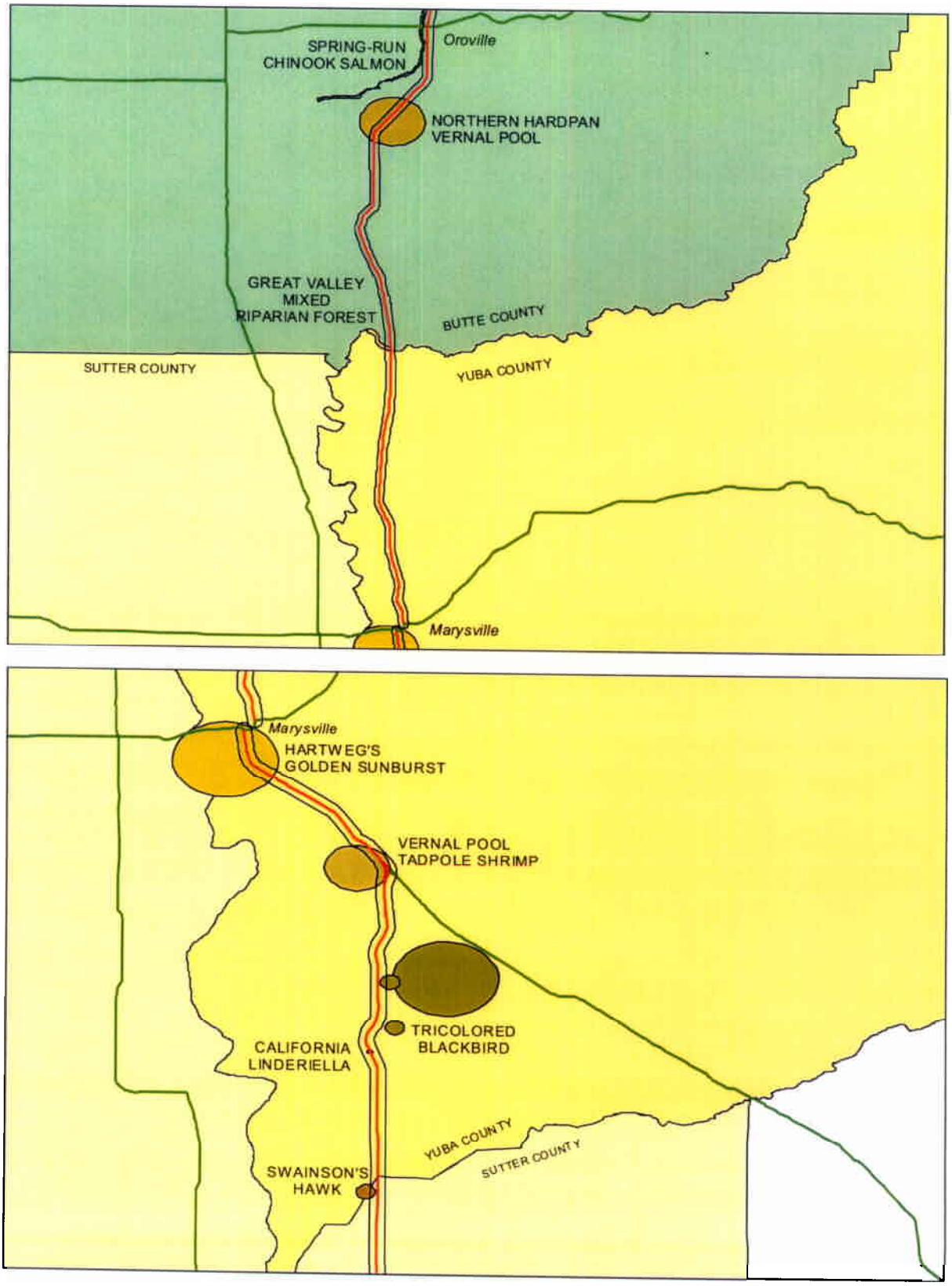
The California Natural Diversities Database (CNDDB) is an application created to allow for the ability to do an environmental assessment. The CNDDB was used in this report in order to depict environmental resources that exist along State Route 70. Known environmental resources are displayed on the following maps and can be evaluated for potential impacts that may affect future projects. This provides an initial assessment of environmental issues and concerns that will need to be addressed during project planning and development. Additionally, this information can be used to evaluate the feasibility of a project and for examining alternatives. These are biological resources that may be threatened or endangered. Feasibility of a project probably would only be an issue when there would be a direct impact to a Federal or State endangered species. It can also provide a preliminary estimate of time and staff resources that may be needed to comply with environmental assessment and documentation.

The following pages depict SR 70 in its entirety as it courses through Sutter, Yuba and Butte Counties. These maps identify the status of habitats and species found within a 600-meter wide corridor of the roadway. This information does not represent all possible environmental constraints that may exist. If a project were determined to exist within this corridor an environmental assessment (i.e., EIR, EIS or Initial Study, etc.) would be required.

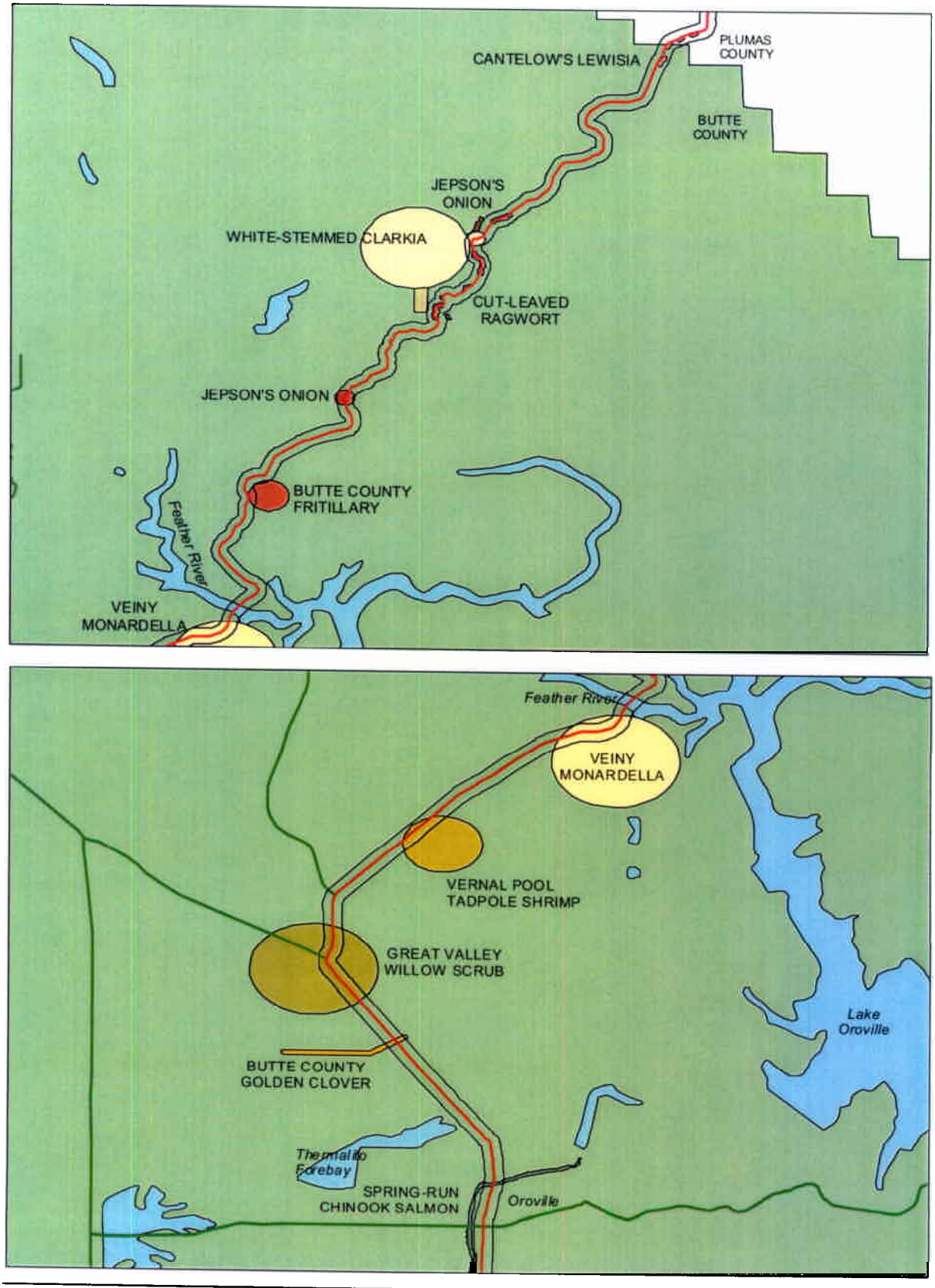
Sutter County



Yuba County to Oroville (Butte County)



Butte County



Glossary of Abbreviations and Terms

AADT: (Average Annual Daily Traffic) denotes that the daily traffic is averaged over one calendar year.

ADT: (Average Daily Traffic) is the average number of vehicles passing a specified point during a 24-hour period.

AIR QUALITY NON-ATTAINMENT: identifies non-attainment status for CO, Ozone and PM10 within the subject air basin.

AQMD: (Air Quality Management District) is a regional agency, which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

BCAG: (Butte County Association of Governments) is the designated Regional Transportation Planning Agency for Butte County that prepares, adopts and submits a Regional Transportation program to the California Transportation Commission.

BPM: (Beginning Post Mile) the starting point of each segment as defined by the highway post mile markers. (See EPM).

CAPACITY ENHANCEMENTS: are new facilities projects and operational improvements, which add through lanes.

CBD: (Central Business District) is the downtown core area of a city, generally an area of high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and service businesses.

CEQA: (California Environmental Quality Act) is a statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development or project. A 1970 law, which required those state agencies, regulate planning and development activity, with major consideration for environmental protection. The basic purposes of CEQA are to:

a. Inform governmental decision-makers and the public about the potential significant environmental effects of a proposed planning of development activity.
b. Identify ways environmental damage can be avoided of significantly reduced mitigation.
c. Prevent significant, avoidable environmental damage by requiring changes in projects through the use of alternative measures when those measures are feasible and overriding consideration.

d. Disclose to the public the reasons why a governmental agency approved a project in the manner the agency chose if significant environmental effects are involved.

CEQA REVIEW: is the review of environmental and other documents pursuant to CEQA Statutes & Guidelines.

CIP: (Capital Improvement Program) is a seven year program of projects to maintain or improve the traffic level of service and transit performance standards developed and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation related vehicle emissions air quality mitigation measures.

CMA: (Congestion Management Agency) is the agency responsible for developing the Congestion Management Program and coordinating a monitoring its implementation.

CMS: (Congestion Management System) is required by ISTEA to be implemented by states to improve transportation planning.

CMP: (Congestion Management Program) is an integrated approach to programming transportation improvements. This approach requires detailed consideration of the complex relationships among transportation, land use and air quality.

CO: (Carbon Monoxide) is an odorless, poisonous, flammable gas that is produced when carbon burns with insufficient oxygen.

COG: (Council of Governments) is a voluntary consortium of local government representatives, form contiguous communities, meeting on a regular basis, and formed to cooperate on common planning and solve common development problems of their area. COG's can function as the RTPA's and MPO's in urbanized areas.

CONCEPT: is a strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

CONCEPT FACILITY: is a highway facility type and characteristics considered viable with or without improvement within the 20 year planning period given financial, environmental, planning ad engineering factors.

CONCEPT LOS: is the highest and best level of service that can be attained by the end of the 20 year planning period based on the Concept Facility. The Urban standard is "E" and the rural standard is "D".

CONGESTION: is defined by Caltrans as: reduced speeds of less than 35 mile per hour for longer that 15 minutes.

CTC: (California Transportation commission) is a body established by Assembly Bill 402 (AB 402) and appointed by the Governor to advise and assist the Secretary of the Business, Transportation and Housing Agency and the legislature in formulating and evaluating state policies and plans for transportation.

D/C: (Demand Capacity Ratio) is the relationship between the demand for vehicle trips on a facility, versus the number of vehicle trips that can be accommodated on that facility.

DSMP: (District System Management Plan) is a part of the system planning process. The DSMP is the district's long range plan for management of transportation systems in its jurisdiction.

EPM: (Ending Post Mile) the ending point of each segment as defined by the highway post mile markers.

FREEWAY CAPACITY: is the maximum sustained 15 minute rate of flow that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in a specified direction.

FTIP: (Federal Transportation Improvement Program) also referred to as the TIP. This is a short-range action plan to the long range RTP. It identifies specifically what projects will be funded within the next 3 – 7 years.

FUNCTIONAL CLASSIFICATION: Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterial, Minor Arterial Roads, Collector Roads, Local Roads.

HCM: (Highway Capacity Manual) revised in 1994 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (see Level of Service) of transportation systems as freeways, arterial, transit, and pedestrian facilities.

HSR: (High Speed Rail) are trains that operate at 125 MPH or above.

HOT: (High Occupancy Toll) are new HOV lanes that allow single occupant vehicles access for a fee.

HOV: (High Occupancy Vehicle) are a lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis and carpools.

IRRS: (Interregional Road System) is a series of Interregional state highway routes, outside the urbanized areas, that provide access to, and links between the states economic centers, major recreational areas, and urban and rural regions.

ISTEA: (Intermodal Surface Transportation Efficiency Act) Federal legislation and funding Program adopted in 1991. It provides increased funding and flexibility for multimodal transportation programs. Update: ISTEA expired on September 30, 1997. In December 1997, Congress passed and the President signed a six-month extension of the law, holding funding to current levels and keeping program structure and formulas intact. This extension expired on March 31, 1998, with an obligation deadline of May 1, 1998. On June 9, 1998, the President signed into law PL 105 178, the Transportation Equity Act for the 215 Century (TEA 21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. TEA 21 builds on the initiatives established in the 1990 ISTEA.

ITSP: (Interregional Transportation Strategic Plan) describes and communicates the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP). It also identifies how Caltrans will work with regional agencies to consult and seek consensus on the relative priority of improvements. The plan is evaluated in terms of its progress in carrying out its objectives, strategies and actions and updated accordingly on a biennial basis.

LOCAL AND REGIONAL LOS STANDARDS: identifies the level of service standard set by local and regional jurisdictions in general plans and congestion management programs.

LOS: (Level of Service) is a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS A represents free flow, LOS F represents gridlock.

MODEL, MODE CHOICE: Is a model used to forecast the proportion of total person trips on each of the available transportation modes.

MPO: (Metropolitan Planning Organization) according to U.S. Code, the organization designated by the governor and local elected officials as responsible, together with the state, for the transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government.

MTA: Metropolitan Transportation Authority (Metro Bus Lines) is a network of subways, busses, and railroads providing alternate transportation services to travelers.

NTN: (National Truck Network)

MTP: (Metropolitan Transportation Plan)

MULTI MODAL: Pertaining to more than one mode of travel.

NATURAL DIVERSITY INFORMATION: identifies special status of habitats and species found within 300 meters of centerline of the existing highway facility.

NHS: (National Highway System) consist of 155,000 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

OZONE: (O_3) a form of oxygen with a peculiar odor suggesting that of weak chlorine. It is produced when an electrical spark is passed through air or oxygen.

PEAK: (Peak Period, Rush Hours): is defined as follows:

- The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.
- The period during which the demand for transportation service is the heaviest. (AM Peak period represents 6:30 a.m. to 8:30 a.m. and PM Peak period represents 3:00 p.m. to 6:00 p.m.)

PM: (Post Mile) is the mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PM10: is particulate matter with a diameter of 10 microns of less.

PM2.5: is particulate matter with a diameter of 2.5 microns or less.

PKm: (Post Kilometer) is the mileage measured in kilometers from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PSR: (Project Study Report) is the pre-programming document required before a project may be included in the STIP.

RIP: Regional Improvement Plan

RTIP: (Regional Transportation Improvement Program) is a list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the Flexible Congestion Relief (FCR) and Urban and commuter Rail Programs. The individual projects are first proposed by local jurisdictions (CMA's in urbanized counties), then evaluated and prioritized by the RTPA for submission to the CTC. The RTIP has a seven-year planning horizon, and is updated every two years.

RTP: (Regional Transportation Plan) is a comprehensive 20 year plan for the region, updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) is the agency responsible for the preparation of RTP's and RTIP's and designated by the State Business Transportation and Housing Agency to allocate transit funds. RTPA's can be local transportation commissions, COG's, MPO's or statutorily created agencies.

RURAL: Used to describe areas lying outside the U.S. Census urban area boundary, less than 2,500 population (less than 5,000 population for Federal-Aid highway purposes).

SACOG: (Sacramento Area Council of Governments) is the Regional Planning Agency for the Sacramento Region, and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP) for Sacramento, Sutter, Yolo, and Yuba counties.

SHOPP: (State Highway Operation and Protection Program) is a four-year program limited to projects related to State highway safety and rehabilitation.

SIP: State Improvement Plan

SR: (State Route) are highways within the state, which are distinctively designed to serve intrastate and interstate travel.

SRTD: (Sacramento Regional Transit District)

SRTP: (Short Range Transit Program) is a five year comprehensive plan required by the Federal Transit Administration for all transit operators receiving federal funds. The plans establish the operator's goals, policies, and objectives, analyze current and past performance, and describe short-term operational and capital improvement plans.

STIP: (State Transportation Improvement Program) is a list of transportation projects, proposed in RTIP and the PSTIP, which are approved for funding by the CTC. The STIP has two main funding components: the RIP and the IIP. Currently, after SB 45 the STIP was changed from a 7-year action plan to an interim 6-year plan. At the year 2000 and thereafter, the STIP will be a 4 year plan with updates every two years.

STRAHNET: (Strategic Highway Corridor Network)

TASAS: (Traffic Accident Surveillance and Analysis System) is a system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps, or intersections in the State Highway System. Accidents can be selected by location, highway characteristics, accident data codes and combinations of the above.

TCR: (Transportation Concept Report) is a Route Concept Report (RCR) that analyzes a transportation corridor service area, establishes a twenty-year transportation planning concept and identifies modal transportation options and applications needed to achieve the twenty year concepts.

TOT/MVM: (Total Accidents per Million Vehicle Miles)

TRAFFIC CONDITIONS: are any characteristics of the traffic stream that may affect capacity or operations, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commuters and recreational drivers).

TRAFFIC FORECAST: Is a best estimate of the future conditions, demand and resulting volumes. A forecast also identifies whether or not the subject segment of a route is designated as being part of a system. National Highway System (NHS), Interregional Highway System (IRRS), Freeway/Expressway System, Scenic Highway, National Truck Network, Terminal Access Route for the National Truck Network, Strategic Highway Network (STRAHNET), Highways of Regional Significance.

TSM: (Transportation System Management) is that part of the urban transportation Process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short term, low capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

URBAN: is that area lying inside the U.S. Census urbanized boundary.

UTPS: (Urban Transportation Planning System) is a tool for multimodal transportation planning developed by the Urban Mass Transportation Administration (now Federal Transit Administration) and the Federal Highway Administration. It is used for both long and short-range planning, particularly system analysis and covers both computerized and manual planning methods. UTPS consists of computer programs, attendant documentation, user guides and manuals that cover one or more of five analytical categories: highway network analysis, transit network analysis, demand estimation, data capture and manipulation, and sketch planning.

V/C: (Volume/Capacity) is defined, as V/C is a ratio of number of vehicles operating to capacity for a traffic facility.